

(than three tons of gunpowder and 30l. worth of beer per week for many months past. The Evan, a stream which has cut its way through a goodly portion of the same work without the aid of either blasting, beer, or any thing stronger than water, is to be remunerated by the accommodation of 'a huge iron tank,' open, of course, at each end, and laid along the route which this useful stream had cut out for itself, but at a higher level than that of the railway line. The Evan, however, appears to be any thing but satisfied with this arrangement, for it has swelled up and 'given a good deal of trouble during recent floods, by filling up with gravel the culvert or bridge built for the control of its waters.' Rows on fens of huts, says our informant, here form a temporary town in the wilderness, 'with shops, stalls, stables, storehouses, even a post-office, all on the bleak moor, whence in turn they must again disappear, and allow the wilderness to resume its wonted quietude, undisturbed save by the occasional whistle of the engine as it whizzes past.' We well remember the impression of human power and progress which the striking contrast of a good old mail-road winding its way through this dreary district, years since produced on our mind; but little did even the most extravagant visionary then anticipate the advent of a time, so speedily too, when such an impression would be remodelled and recast, as it were, into a fresh and matter-of-fact, utilitarian, and unexaggerated mould, like that which follows:—"The mail road which winds along the same valley was an able and great work in its day; but, contrasted with what has now been accomplished, the one may be likened to the cart which creeps along it at three miles an hour, and the other to the locomotive whirling away on it with a train of ponderous carriages at ten times the speed." Arrangements, we understand, are in progress for the opening of this line from Beattock to Edinburgh on the 20th of December, so that then the route from London to Edinburgh (and indeed by branch to Glasgow) *via* Carlisle, will be complete.

#### SUSPENSION OF WORKS.

On the various lines of railway in course of formation in the Birmingham district, a further discharge of several hundred labourers has been ordered, and, amongst the disastrous consequences on a small scale of suspending the railway works, may be noted the effect of the panic on the brickmakers. "Acting upon the great and continued demand," says the Birmingham correspondent of the *Daily News*, "and presuming upon its continuance, many persons embarked in this trade have, from the causes referred to, been involved in ruin. A failure is spoken of to the extent of some seven or eight thousand pounds, and others to a smaller amount, but the injury is not the less deeply felt." The works in this district, especially the Birmingham and Oxford Junction, have for some time proceeded very slowly. The London and North Western Company, who, about a month or six weeks since, had nearly 50,000 labourers employed in new works, have now discharged more than 25,000 of them, reserving the remainder for indispensable works. Many more have been discharged from the Chester and Holyhead, now that the works to the Conway are completed. About 400 were discharged last week from the Stamford and Rugby works, near Moreton, Rutland; and Mr. Pickering, the contractor, states that 1,200 others will be discharged from works in which he is concerned in other parts of the country. With those works, besides, which are still in progress on the same line, orders have been given to proceed slowly, the contracts being extended over double the original time. This is also the case on the Rugby and Leamington. The Stour Valley works are partially suspended. Those on the Buckinghamshire lines are to go slowly, and some of the branches, for which Acts have been obtained, are, it is understood, to be abandoned altogether. The greater part of the works upon the Edinburgh and Hawick line have been stopped, and the labourers employed upon it paid off to the number of about 5,000. On Friday and Saturday week nearly 1,400 labourers were discharged. "We are sorry to learn," says the *Montrose Review*, "that the various contractors on the line of the Aberdeen Railway, north of Dabton (Mont-

rose), have received notice from the directors that it is their wish to suspend operations for the present. In consequence, numbers of navvies who have been discharged have gone southwards in quest of employment; but not a few are loitering about our streets." In short, the only works on which any degree of activity is continued, are those of the Caledonian, the Leeds and Dewsbury, the Great Northern, the Sheffield and Grimsby, and the Chester and Holyhead. The expenditure on even these works, however, or the most of them, has been reduced one-third. Besides the works in actual progress, many of those about to be commenced have of course been also hung up, for the present at least. This is the case with the Shropshire Union, the Northampton and Basing, the South Staffordshire, the Birmingham and Lichfield, Coventry, and Nuneaton, the East and West India Dock Extension, the Bristol and South Wales, *et multis aliis*. The general suspension of works has already begun to react injuriously upon the iron works, it is rumoured, and much and wide-spread future distress is dreaded in various quarters.

#### ELECTRO-TELEGRAPHIC PROGRESS.

THERE are at present 1,050 miles of telegraph in daily operation, 262 miles in progress, and 928 miles about to be commenced, making a total of 2,240 miles, the whole of which, it is expected, will be completed early next year. Interesting as this considerable progress towards the nerve-like organization of the surface of our own country is, however, there is something even still more interesting in the fact, that our American brethren have completed, by one continuous line of telegraph, the instantaneous communication between two places,—Montreal and New York,—distant, literally, in space, or by telegraphic route at least, no less than ten hundred miles and upwards,—an odd twenty miles, indeed, which of course, in such a case, are not worth mentioning. In consequence, by the way, of what is regarded on the other side the Atlantic as extravagant charges,—probably moderate, however, even as they are, by contrast with our own,—the editors of newspapers in Quebec have determined not yet to avail themselves of the telegraph from Montreal.—The telegraphic newspaper lately announced in THE BUILDER, has been advertised. It is to be called the *London Telegraph*, and will be a threepenny paper, published daily at noon, with electric express, through the Telegraphic Company's establishment, from Birmingham, Bristol, Burnley, Bradford, Berwick, Bridlington, Canterbury, Coventry, Chester, Cheltenham, Chesterfield, Cambridge, Chelmsford, Colchester, Deal, Dover, Dorchester, Derby, Darlington, Edinburgh, Falmouth, Glasgow, Gloucester, Gosport, Halifax, Hull, Huntingdon, Hertford, Ipswich, London, Liverpool, Leeds, Leicester, Lincoln, Lowestoft, Margate, Maidstone, Manchester, Northampton, Nottingham, Newcastle, Norwich, Peterborough, Raingate, Rotherham, Rochdale, Southampton, Sheffield, Stafford, Scarborough, Stamford, St. Ives, Tunbridge, Wolverhampton, Wakefield, Winchester, Wisbech, Ware, Yarmouth, York.—The electric communication has been completed by the Telegraphic Company between Manchester and London, and closing prices in money and share markets are now transmitted by telegraph.—The arrangements have been decided upon for opening a direct line of telegraph between London and Vienna.

#### NOTES IN THE PROVINCES.

THE improvements and additions in Ipswich have become so extensive of late years, that not only is the appearance of many of its localities entirely changed, but what a few years since was termed its elvinity, is now studded with dwelling-houses. "During the past week," says the *Cambridge Chronicle*, "very extensive plots of building ground have been opened up to the public in an entirely new direction.—Mr. Fonnereau having had an opening cut through Tower Ditches in a direct line with Tower-lane, removed old houses that had stood for centuries, and made a complete opening into that portion of his estate which lies to the west of Dairy-lane." Two roadways, 40 feet in

width, are being formed, on each side of which are to be erected villa residences, in view of the Orwell, Stoke Hills, and Christ's Church Park. It is also proposed to establish a public park near Ipswich.—The Board of Ordnance are now looking to the more complete fortification of Gosport. They have ordered the purchase of about 600 acres of land, for circumvallating the north side of the present fortifications either by a continued line of rampart, or by detached forts or Martello towers.—The building committee of St. Thomas's Church, Winchester, still require 600*l.* besides the 7,000*l.* already expended on the new church, which, besides, has not yet been provided with either belfry, tower, or spire. The outlay, however, seems to have already exceeded the original estimate for building a new church, capable of accommodating the population of the parish, which is said to have been 4,000*l.*; and the old church, which was pulled down, might have been made as large, it is said, for an outlay of 1,000*l.*—The plan and estimate of Mr. Davis, of Frome, for the erection of the new Town Hall and Market House at Yeovil, have been adopted. The cost, exclusive of the site, will be about 3,500*l.*, and the work, we understand, will be forthwith commenced.—The second list of subscriptions towards the restoration of Hereford Cathedral, now amounts to upwards of 8,000*l.*—The Coventry Cemetery, commenced in 1845, has been consecrated. It comprises an area of rather more than 18 acres, of which about one half has been set apart for dissenters. There is a church in the Norman style, and a dissenters' chapel in a sort of Italian style. The walks are about two miles and three quarters in extent, adorned with numerous evergreens, flowers, &c.—The walls of Cranoe Church are nearly ready for the roof. It is regretted that the tower could not have been also rebuilt, but the funds are deficient even as it is.—The 21,000*l.* expended in the erection of the sea-wall north of the entrance to the great dock, at Birkenhead, is to be refunded by Government, on condition that it be applied at once towards the furtherance of the other unfinished works. An early resumption of the works, therefore, is now anticipated.—At the instance of the Leeds Council, the Bishop of Ripon has closed the burial-grounds in that town.—In accordance with a resolution already recorded in THE BUILDER, the directors and subscribers to the National Monument, Calton Hill, Edinburgh, have issued parliamentary notices of an intended application to the Legislature for power to alter and enlarge their act of incorporation. The capital stock is to be increased by new shares, a church and place of sepulture dispensed with, and the building decorated with sculpture; maintenance and repair to be upheld by charges for admission.

SYRIAN-EGYPTIAN SOCIETY. NOV. 12.—Dr. John Lee in the chair.—Mr. W. F. Ainsworth, the honorary secretary, announced the presentation to the society of rubbings made by Dr. Hult Yates, the Syrian secretary of the Asiatic inscriptions contained on the sculptured monument lately discovered at Larnaka, in the island of Cyprus. Also, of rubbings of an inscription to the Emperor Vespasian, found near Beyrout, in Syria, made by Capt. Newbold. Also, a number of books presented by Dr. Schwartz, of Vienna; and an engraving of the new Protestant church at Alexandria, by the architect, through M. Bonouat. Mr. Peute read his first part of a memoir "On Frankincense," being such portion as referred to the frankincense of India, the origin of which he referred to various species of *Boswellia*. Mr. Samuel Sharpe read a paper on the "Determination of the Alphabetic Sound which should be given to a Hieroglyphic." It was the well-known character for "good," to which he gave the force of B, and supported his opinion by nine words and names, in which it is found. On the determination of this letter depends the reading of the names *Cherub* and *Semiphra*; and Mr. Sharpe thence brought forward what he considered proof that Manetho's XIIIth dynasty immediately preceded his XVIIIth, thereby annihilating the larger number of centuries that Chevalier Bunsen and others place between these two dynasties. Mr. John Landseer exhibited and made some remarks upon a cast of a Gnostic emblem of Homo and Typhon, that was nearly covered with hieroglyphics.